

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ☐
no ☐

Property Name: Columbia and Port Deposit Railroad Inventory Number: CE-1558
Address: Along east bank of Susquehanna River Historic district: ☐ yes ☒ no
City: Port Deposit, Conowingo Zip Code: 21904 County: Cecil
USGS Quadrangle(s): Conowingo Dam, Aberdeen, Havre De Grace
Property Owner: Norfolk Southern Corporation Tax Account ID Number: 009414
Tax Map Parcel Number(s): 426 Tax Map Number: 16
Project: Conowingo Hydroelectric Relicensing Project (FERC No. 405) Agency: Federal Energy Regulatory Commission
Agency Prepared By: TRC ENVIRONMENTAL INC.
Preparer's Name: Ellen Jenkins Date Prepared: 10/10/2011
Documentation is presented in: HISTORIC STRUCTURES REPORT FOR THE CONOWINGO HYDROELECTRIC
RELICENSING APPLICATION PROJECT

Preparer's Eligibility Recommendation: ☒ Eligibility recommended ☐ Eligibility not recommended
Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: _____

Inventory Number: _____ Eligible: ☐ yes ☐ no Listed: ☐ yes ☐ no

Site visit by MHT Staff ☐ yes ☒ no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

The Columbia & Port Deposit Railroad was the principal route for moving freight between points on the Pennsylvania Main Line and points on the Philadelphia, Baltimore, and Washington line. Freight trains were more efficiently and economically operated through the low grade of the Lower Susquehanna Valley rather than the heavier grades used for through passenger service (Burgess and Kennedy 1949:375). The Columbia & Port Deposit Railroad was relocated to higher ground from Conestoga Creek Bridge to Safe Harbor in 1905-1906 because of construction of the Holtwood Dam and the resulting lake. In 1916, the Columbia & Port Deposit Railroad and other lines consolidated into the Philadelphia, Baltimore, & Washington Railroad Company, a subsidiary of the Pennsylvania Railroad Company (Burgess and Kennedy 1949:375, 376, 554). The railroad was relocated between Port Deposit and Fite's Eddy in 1926-1928, when Conowingo Dam was built. The railroad was electrified in 1938 and then de-electrified in the early 1980s. As an active rail line today for the Norfolk Southern Corporation, the rail-related resources are in good condition and according to Norfolk Southern records, the bridges and tunnels have not been altered (Smith 1997; Trower 2002). There are two tunnels and one bridge in Maryland (CE-1554) which were identified during the project.

CE-1554-Bridge PD-11.69 over Conowingo Creek

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☒ Eligibility not recommended ☐

Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments:

Jonathan Rogers
Reviewer, Office of Preservation Services

B. Luntz
Reviewer, National Register Program

11/30/12
Date

11/29/12
Date

201204714

Wildcat Tunnel at MP 14.2: Built in 1926, the Wildcat Tunnel was one of three tunnels on the line created by blasting through the native rock when the line was relocated. It is a single-track, 234-foot-long tunnel.

Frazier Tunnel at MP 14.6: Built in 1926, the Frazier Tunnel was one of three tunnels on the line created by blasting through the native rock when the line was relocated. It is a single-track, 307-foot-long tunnel.

NRHP Evaluation: Although not in its original location, the Columbia and Port Deposit Railroad was relocated as part of a significant event on the local level and retains the integrity of materials, workmanship, setting, design, feeling, and association. TRC recommends the resource eligible for the NRHP under Criterion A (Transportation) and Criterion C (Engineering). The Columbia and Port Deposit Railroad meets Criterion A as it provided a necessary transportation link that developed local industries and settlement. The resource meets Criterion C as an intact example of a late-19th to early 20th century transportation feature containing various individual components such as bridges, tunnels, and shoeflies that retain good overall integrity. Several bridges in Pennsylvania and Maryland constructed during the relocation of the line are reinforced concrete spandrel arch bridges, which represent one of the high points of early 20th-century bridge engineering. Reinforced-concrete was a relatively new material at the time, becoming a standard bridge-building material only around 1910. Within a few years, engineers realized they could use its unique characteristics to bridge even the widest river valleys with a series of long, high arches. In Pennsylvania, at Safe Harbor is the Safe Harbor bridge, an unusual two-level structure built to carry the Atglen and Susquehanna Railroad on the upper level and the Columbia and Port Deposit Railroad on the lower level. In addition to bridge technology, in Pennsylvania there are three water shoeflies, which were constructed during the relocation of the line that directs creeks over the track bed. Exelon notes, however, that, while it is located in the Project's APE, the Railroad is an active line, owned by the Northern Suffolk Corporation.

References:

Burgess and Kennedy

1949 Centennial History of the Pennsylvania Railroad. Pennsylvania Railroad Company, Philadelphia.

Maryland Historical Trust (MHT)

2009 Standards and Guidelines for Architectural and Historical Investigations in Maryland. Crownsville, MD.

National Park Service (NPS)

1978 National Register Bulletin 24, Guidelines for Local Surveys: A Basis for Preservation Planning. Washington, D.C. Revised 1985.

1990 How to Apply the National Register Criteria for Evaluation. National Register Bulletin 15, Washington, D.C. Revised 2002.

Smith, B.F.

1997 The Columbia and Port Deposit Branch aka The Port Road. Electronic document, <http://www.vetmed.auburn.edu/~smithbf/BFSpages/PRR/C&PD.html>, accessed November 1, 2010.

Trower, J.

2002 History of the Columbia & Port Deposit Railroad. Penny Under the Wires. Electronic document, <http://www.chescweb.com/prr/cpd.html>, accessed November 1, 2010.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: A B C D Considerations: A B C D E F G

MHT Comments:

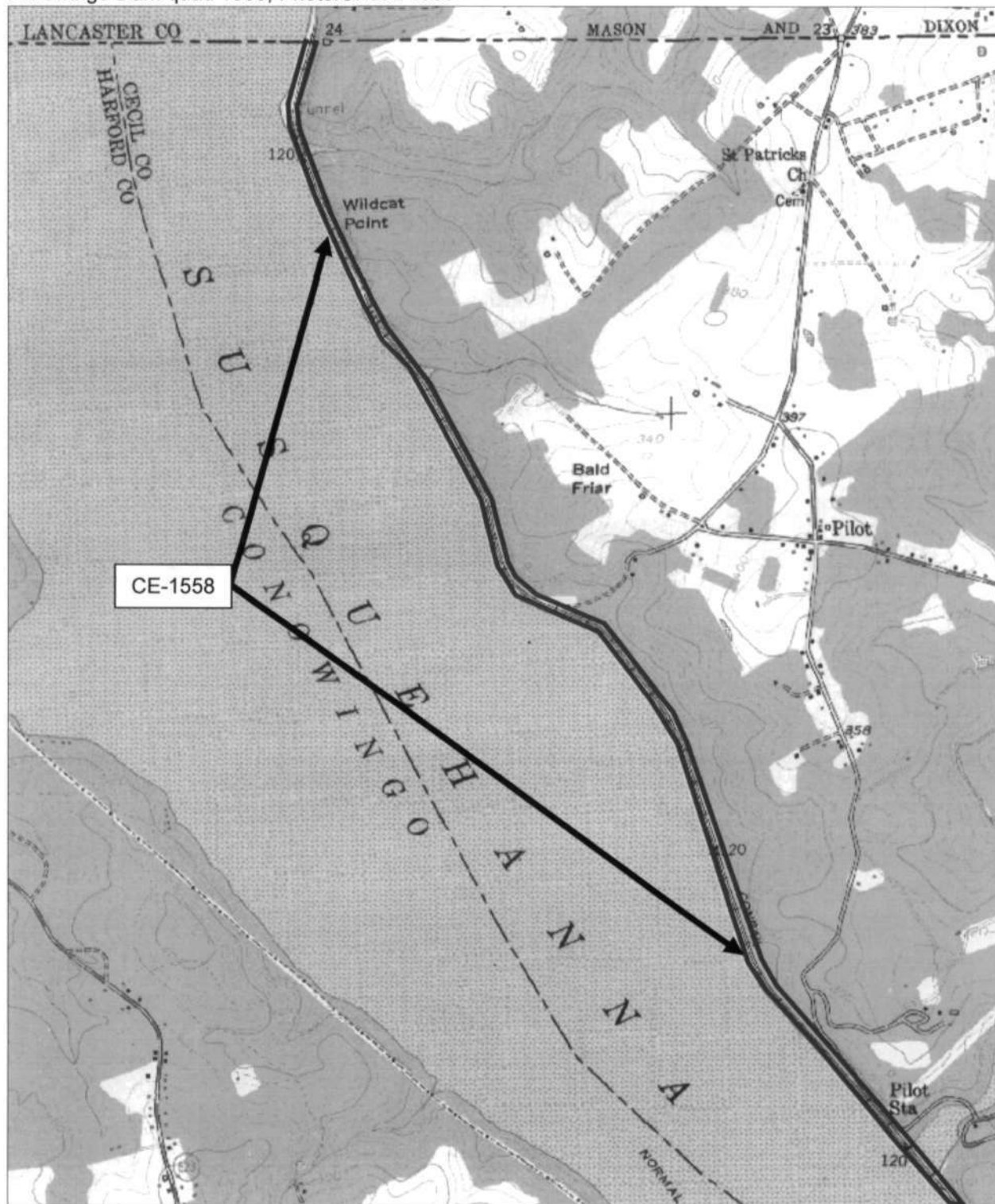
Reviewer, Office of Preservation Services

Date

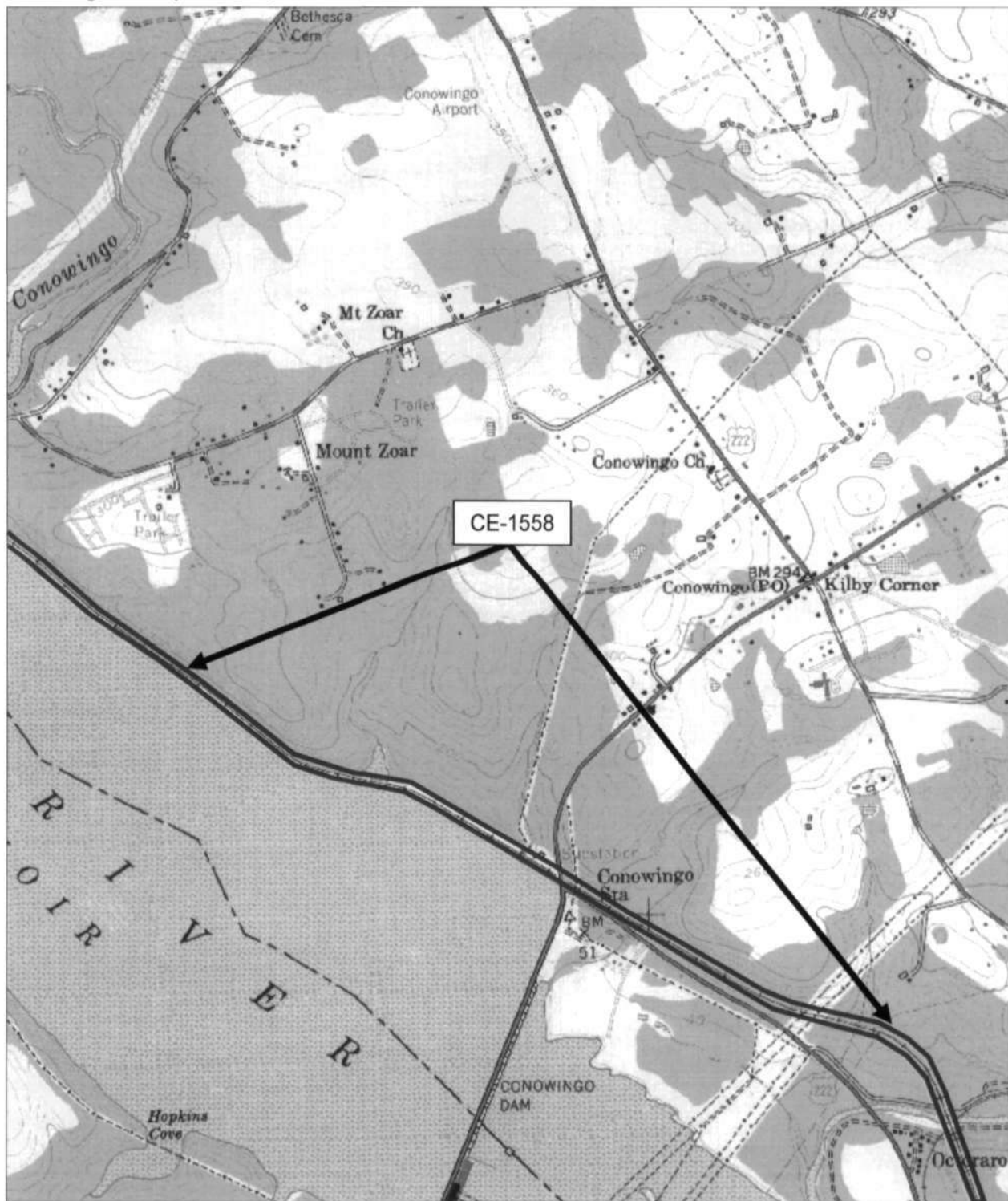
Reviewer, National Register Program

Date

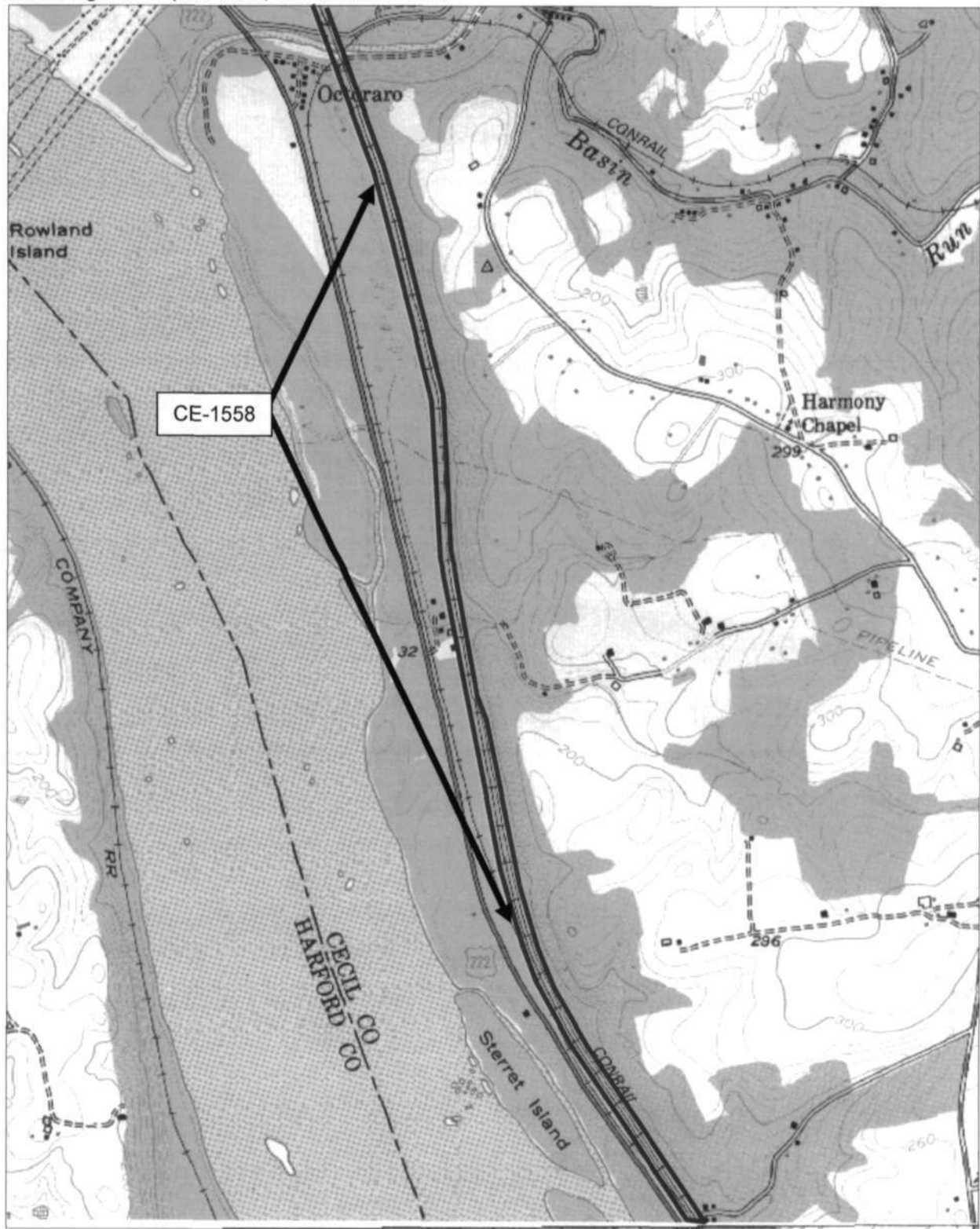
CE-1558
Columbia and Port Deposit Railroad
Conowingo Dam quad 1953, Photorevised 1985



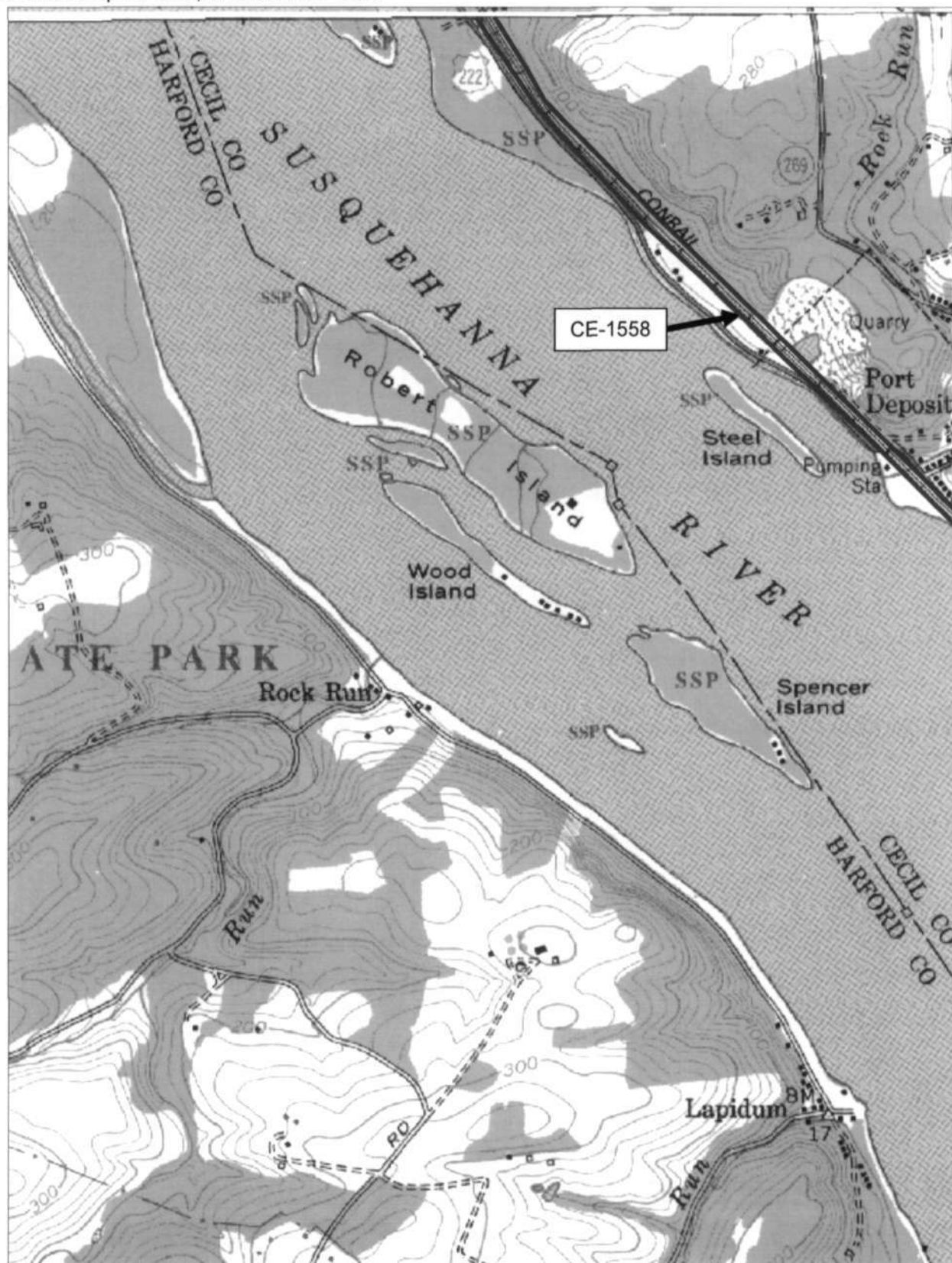
CE-1558
Columbia and Port Deposit Railroad
Conowingo Dam quad 1953, Photorevised 1985



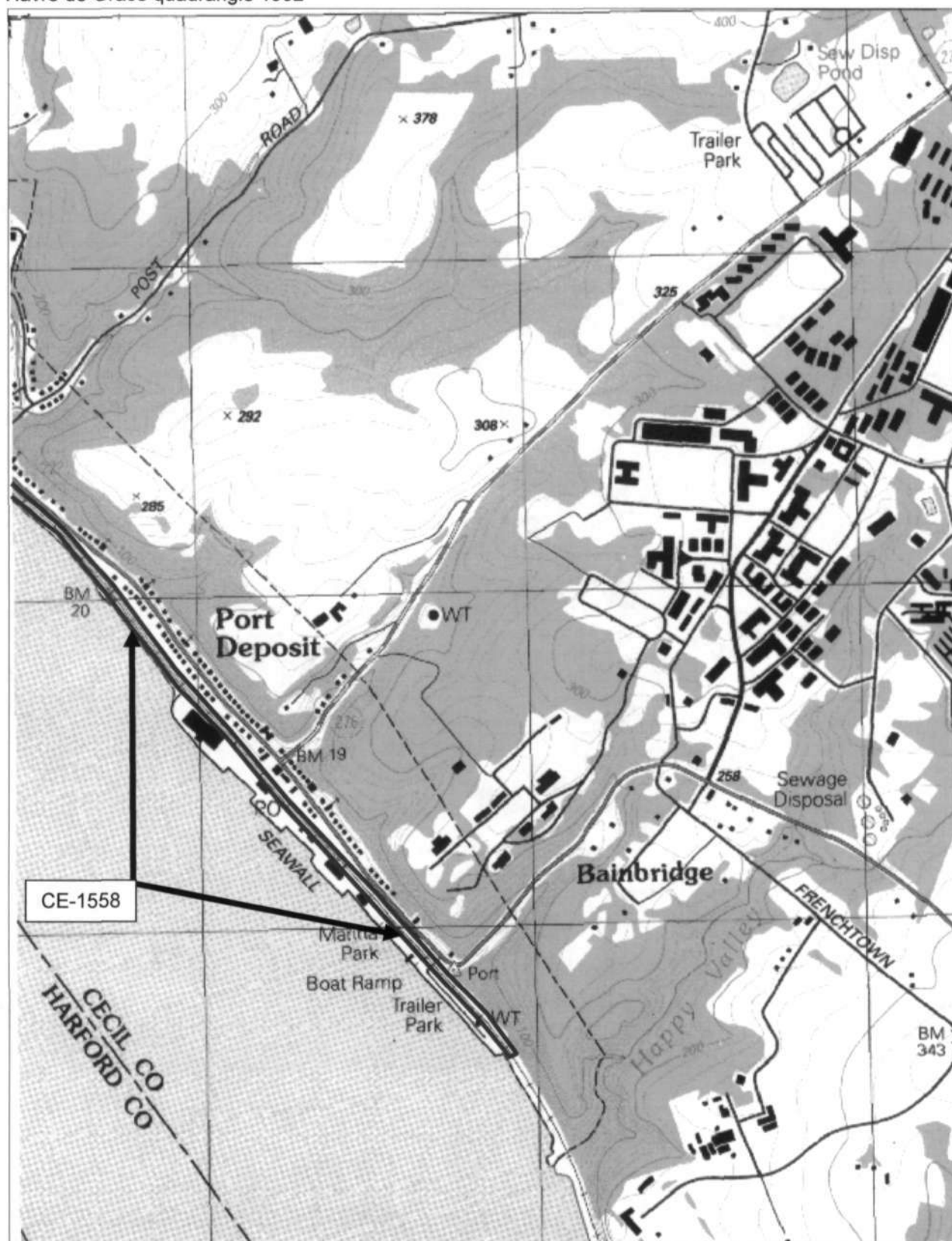
CE-1558
Columbia and Port Deposit Railroad
Conowingo Dam quad 1953, Photorevised 1985

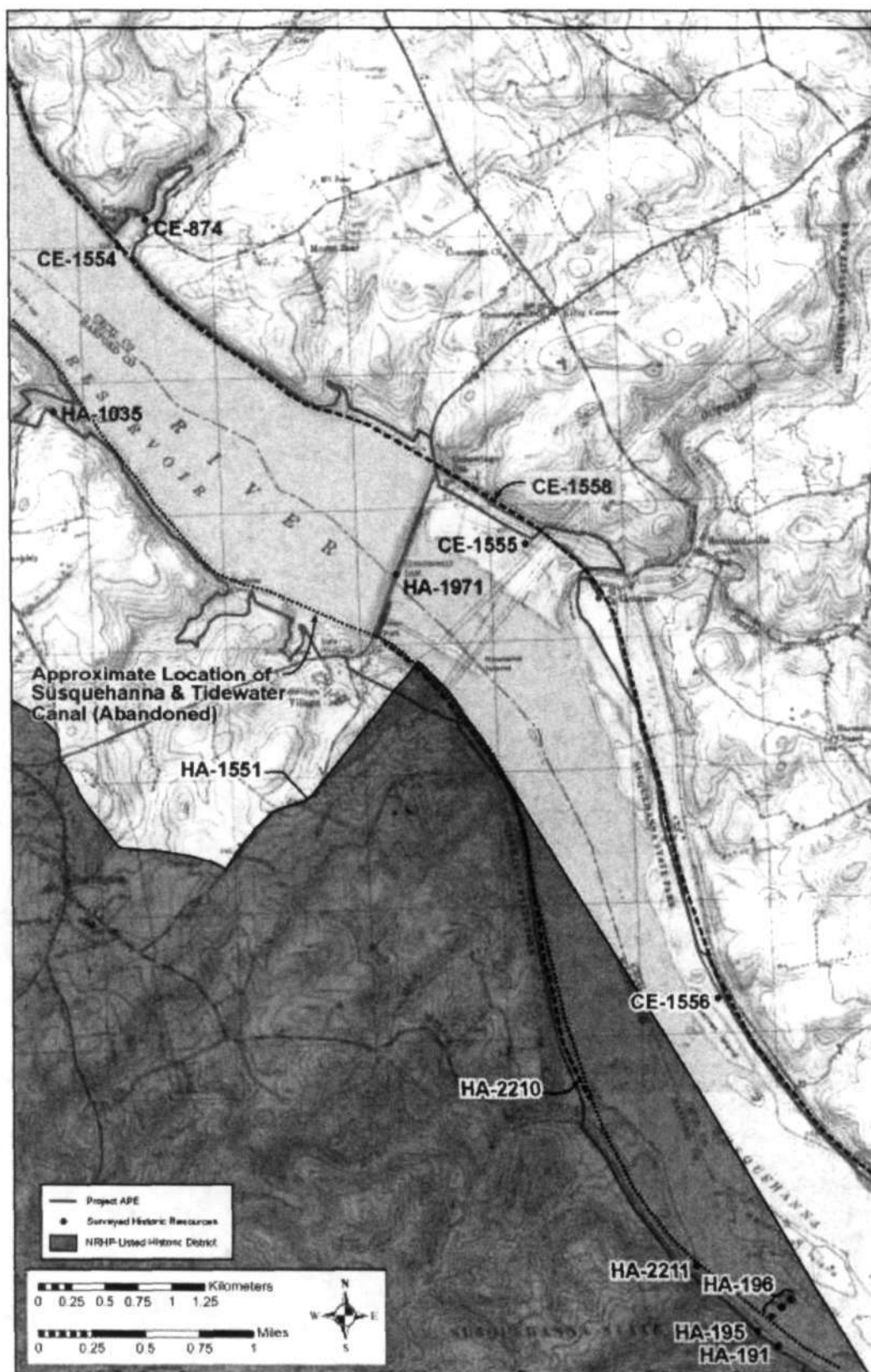


CE-1558
Columbia and Port Deposit Railroad
Aberdeen quad 1953, Photorevised 1985



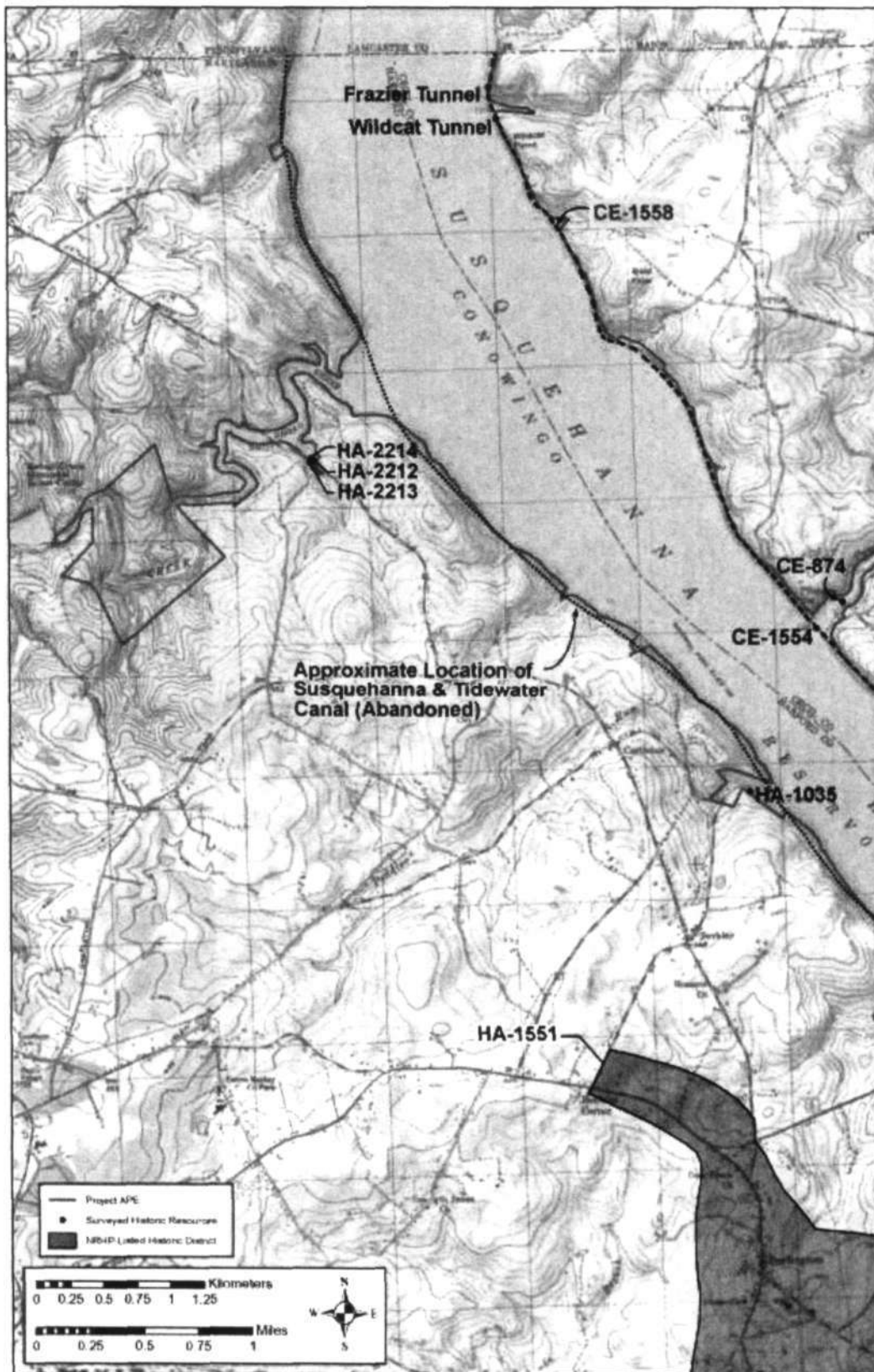
CE-1558
Columbia and Port Deposit Railroad
Havre de Grace quadrangle 1992





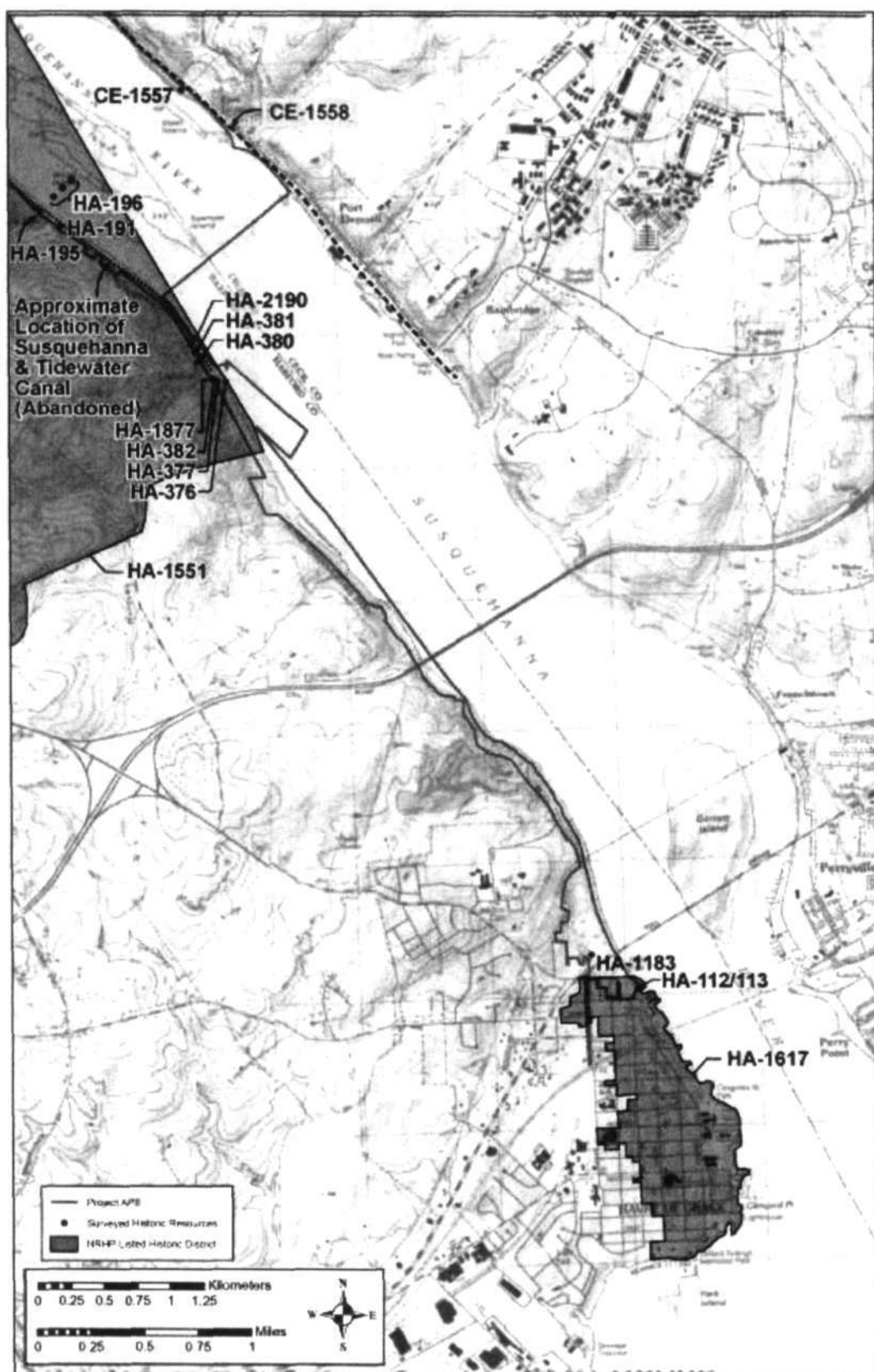
CE-1558 Columbia and Port Deposit Railroad

Conowingo Dam, 1995 and Aberdeen, 1953, revised 1985 USGS Topographic Quadrangles



CE-1558 Columbia and Port Deposit Railroad

Conowingo Dam, 1995 USGS Topographic Quadrangle



CE-1558 Columbia and Port Deposit Railroad

Aberdeen, 1953, revised 1985 and Harve de Grace 1992 USGS Topographic Quadrangles

MIHP Number: CE-1558

Resource Name: Columbia and Port Deposit Railroad

File Name	Description of View
CE-1558_2010-09-16_01.tif	Frazier Tunnel, Looking North
CE-1558_2010-09-16_02.tif	Wildcat Tunnel, Looking Northeast
CE-1558_2010-09-16_03.tif	Tracks with Siding, Looking North
CE-1558_2010-09-16_04.tif	Single Track, Looking South

Photos Printed with HP 100 gray photo cartridge on HP Premium Photo Paper (soft gloss)



CE-1558

Columbia and Port Deposit Railroad

Cecil, MD

E. Jenkins

9-16-2010

MD SHPO

Frazier Tunnel, Looking North

#1 of 4



CE - 1558

Columbia and Port Deposit Railroad

Cecil, MD

E. Jenkins

9-16-2010

MD SHPO

Wildcat Tunnel, Looking Northeast
2 of 4



CE-1558

Columbia and Port Deposit Railroad

Cecil, MD

E. Jenkins

9-16-2010

MD SHPO

Tracks with Siding, Looking North

3 of 4



CE-1558

Columbia and Port Deposit Railroad

Cecil, MD

E. Jenkins

9-16-2010

MD SHPO

Single Track, Looking South

4 of 4